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The most economic Car on
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ALEX. ROSS & CO.
Phone 2487.

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Humidity 91.

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No. 17,468.

號十二月五年九十壹百九千壹英

HONGKONG, TUESDAY, MAY 20, 1919.

日一廿月四未己大歲年八國民華中

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WHITE SHOES

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS OF "HAVAS."

PARIS, May 12.
M. Clemenceau passed the day on Sunday conferring with Messrs. Pichon, Venizelos, Balfour, and Tardieu, and in calling upon Mr. Wilson, with whom he remained a considerable time.

Brookdorf sent in the space of 24 hours four communications to the president of the peace conference. French circles state that if Brookdorf's epistolary efforts may be taken as a criterion of the state of mind of Germany, she is far from ready for admission to the League of Nations.

Britain and France have come to an agreement regarding the division of the Cameroons and Togoland. The mandatory system will not be applied to them.

Concerning the hoped-for triple alliance between France, the United States and Great Britain, Italian papers hope such a bond may be created between France and Italy. It is a matter for later diplomatic negotiations, not for the present treaty.

Peace conference circles recognize that the German Government will probably be glad to have M. Clemenceau's unconditional refusal to enter into negotiations about the peace terms as an argument to use against the panic and despair which is reported from Germany.

It is rumoured in Paris circles that the Chinese delegation has intimated that the Chinese Government will refuse to sign the peace treaty on account of the Shantung question.

THE AFGHAN WAR.

SIMLA, May 19.

The Mirs of Hunza, Nagar, Govenors of Yasin, Panial Ishkoma and Ghir Gilgit Agency have offered all their services to the Viceroy and placed their resources absolutely at the disposal of the King. Mohmand's report says a large number of corpses, horses mules and elephants floated down the Kabul river on the 16th. No news comes from the Khyber Dakka area. A minor but very successful action is reported by the Chitral party with Afghans who established themselves a few miles above Aruwal on the river. A detachment of Chitral scouts, aided by Mehtar's bodyguard, attacked and drove them back into Afghan limits, leaving several dead behind. We suffered no casualties. At Kurram and Chaman all is quiet, the tribal situation continuing excellent. In spite of the request for a cessation of hostilities, the Afghans are still making every effort to stir up the tribes by means of agents and propaganda.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

RECONSTRUCTION.

LONDON, May 14.

The report of the Advisory Council on local reconstruction is being carried on by the local associations in Birmingham, Bristol, Devon, Cornwall, Liverpool, North and South Wales and Ireland. Other associations are being formed. The report mentions, as an example of the work, the establishment in Wales, of a Committee in connection with agriculture, social life in the villages, water power, and the Rural Industries Council. It recommends the formation of a federation of Reconstruction Associations, each of which should be free from Government control.

COMMERCIAL.

NEW ORLEANS, May 13.

A conference of cotton interests is being held here, with a view to the organization of an American Cotton Exports and Financing Corporation. It has been decided that the Corporation's capital will be \$100,000,000. Silver is quoted at 54d. and 53d. The market is steady.

EDGED TOOLS

A squabble between two soldiers on Saturday night culminated in one jabbing the other with his bayonet. The injured man, Pte Kelly of the Manchester, was removed to hospital. This morning enquiry shows that he had received two slight flesh wounds which will detain him in hospital for a few days. He is in no danger.

FOOTBALL MEETINGS.

HONGKONG LEAGUE.

The annual general meeting of the Hongkong League was held in the Recreation Room, Victoria Barracks, yesterday evening.

Rev. Shann, Mr. F. W. Wright, Hon. Sec., and Master Gunner G. T. May, R.G.A., were among a small attendance. Master Gunner May was voted to the chair. The Hongkong Football Club were notable absentees.

The minutes of the last annual meeting were read and confirmed, and the accounts showing a balance in hand of \$38.70 adopted.

The question of electing officers was discussed and Mr. R. J. Wilton proposed for President. Finally it was decided to defer it till the first meeting in September when it will be better known what teams will be competing and new regiments here or due to come. Mr. Rasmussen consented to take the post of Acting Secretary and Treasurer meanwhile.

A hearty vote of thanks was accorded to Mr. Wright who has been left to do all the work in connection with local football during the past two seasons.

Attention to rules was also postponed till the next meeting.

HONGKONG FOOTBALL ASSOCIATION.

The annual meeting of the Football Association followed, which Rev. R. A. Bunde, Chaplain to the Forces, attended. The chair was occupied by Master Gunner May. The proceedings were almost identical with the league meetings. The accounts showed a balance of \$205.44. There was discussion as to the disposal of this large amount but it was finally decided to leave the matter as so few clubs were represented.

The case of a player ordered off the field was allowed to drop, as the individual concerned is shortly leaving the Colony and resigned his connection with local football.

HONGKONG THEATRE.

Constance Collier, the famous London star, supported by a typical Moroccan Cast in "The Tunes of men," a beautiful drama of Love versus Duty, in five parts, will appear on Wednesday, the 21st inst., both at the Matinee and at night. The challenge made by the rectory of Martins-in-the-Lane against June Bartlett was accepted by her and she determines to make him "eat his sermon," word for word, till at last an apology was given her in an open letter to the newspapers. "The young rector afterwards offers to marry her. She accepts thus having carried out her threat. At this point the story takes an unexpected turn. Why not see the play and enjoy it for ourselves? Another renowned novelist's romantic picture, by Charles Dickens, entitled "The Great Expectations" will be screened on Saturday, the 25th inst. The story of this romantic novel, teeming with the fervour of youth and pulsating with emotional situations, "Great Expectations" will be keenly enjoyed by all, so don't miss this opportunity of admiring Charles Dickens' production, which drew such sweeping pen pictures.

SIGNS OF SHANGHAI SORROW.

A letter in the N.C. Daily News says: We have now tried the changed time for nearly a month and "Sirius's" suggestion that the powers that be should put their pride in their pockets and return to the old time, has been ignored. It seems to me that the only thought has been for some of those in offices who urged the change, and not at all for others, grown-up and children. I put the children last, but they are important; with the new time, when the great heat comes they will not be able to go out until 6 o'clock in the evening and as they are unable to go to bed until dark they will lose an hour's sleep daily, in addition to spending an extra hour indoors all the 'hot summer' afternoons. There are many who cannot go away for the summer and to these darkness comes at 7 o'clock means a little coolness before bedtime for the refusal of large numbers of Chinese to make any change in their time and the consequent confusion resulting therefrom.

In view of the undoubted disadvantages and the often-heard complaints against the change made, I would suggest that from June 1, the clock be put back to the old time and that it be left to the offices, and any others who so wish, to adjust their hours as they may see fit.

HITS IN BEATTY'S SHIPS.

HOW THE "LION" WAS SAVED.

All details of the damage to the British battle-cruisers in the Battle of Jutland (May 31, 1916) were carefully kept secret, but have now been officially issued. The loss of the three battle-cruisers *Queen Mary*, *Indefatigable*, and *Invincible* was reported at the time. In addition, the following were injured:—

Lion, Admiral Beatty's flagship; hit 12 times by heavy shell; had her turret between the funnels put out of action; a fire there ignited the charges in the ammunition hoists killing all the magazine and shellroom parties; but the ship was saved by the magazine doors being closed, an action which won a posthumous V.C. for Major Harvey. She was hit also in the sick bay and on the mess deck, where a large number of men were killed and wounded.

Princess Royal; hit 9 times; three of the turrets were hit and one gun was struck on the muzzle; one turret was jammed and put out of action and all the crew of the left gun were killed. Her admiral's port cabin was wrecked and many of her 4in. gun-crews were killed or wounded.

Tiger; hit 4 times; two of her turrets were hit and two heavy guns were put out of action. She was much damaged forward.

Indomitable; had no one injured and only 1 small hole through her middle funnel.

New Zealand; hit once on a turret by a heavy shell, which, however, did little damage.

Thus in all seven turrets were hit by the Huns, a sign that their shooting was good.

PRISON FOR "BOLSHEVIK."

At Bow-street Police-court, before Sir John Dickinson, David Ramsay, aged 34, pattern maker of Leicester, who had declared himself proud to be called a Bolshevik and to be engaged in spreading the principles of Bolshevism, surrendered to his bail to answer the charge of having on Jan. 26 delivered a speech at Croydon calculated to cause sedition and disaffection amongst the civilian population, and to prejudice discipline amongst the King's forces.

The public part of the court was crowded with men and women obviously in sympathy with the accused, and when he was sentenced to five months' imprisonment in the second division there was an apparently organised demonstration in his honour. A number of men rushed up to the dock and shook hands with the convicted man as he was being ushered out of court. Cries of "Cheer up!" "Good-bye, David!" were raised, followed by "For he's a jolly good fellow," and eventually the crowd filed slowly out of court singing verses of "The Red Flag."

Defendant, in addressing the Court, said he would have been a coward if he had not been prepared to go down to Croydon and give his fellow-workers the advantage of the insight he had into the conditions that prevailed at the present time. As a result of this prosecution his services had been withdrawn from some weeks from the shop stewards' movement, and it was part of the Government plan to get him and other leaders out of the way.

Sir John Dickinson said there could be no doubt as to the defendant's speech at Croydon on Jan. 26. In plain terms he told those who were present at that meeting to get back to the workshops and create as much ferment and discontent as they could. He told the soldiers that the Government had not the slightest regard for their welfare, and he intimated that, having been taught to shoot, the workmen should use that knowledge of shooting against the masters, and then, he boastfully added, "Our revolution would come." He also said that to bring about the downfall of capitalism he was prepared to use every means from the bomb to the ballot-box. By using language of that kind he was sowing strife and class hatred, with the view of bringing about a general dislocation of industry and fostering revolution. For that he would be sentenced to five months' imprisonment in the second division.

Defendant: Is there no alternative—no fine?

Sir John Dickinson: No.

FOR A LAME BACK.

WHEN you have pains or lameness in the back, bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel, slightly, with this liniment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

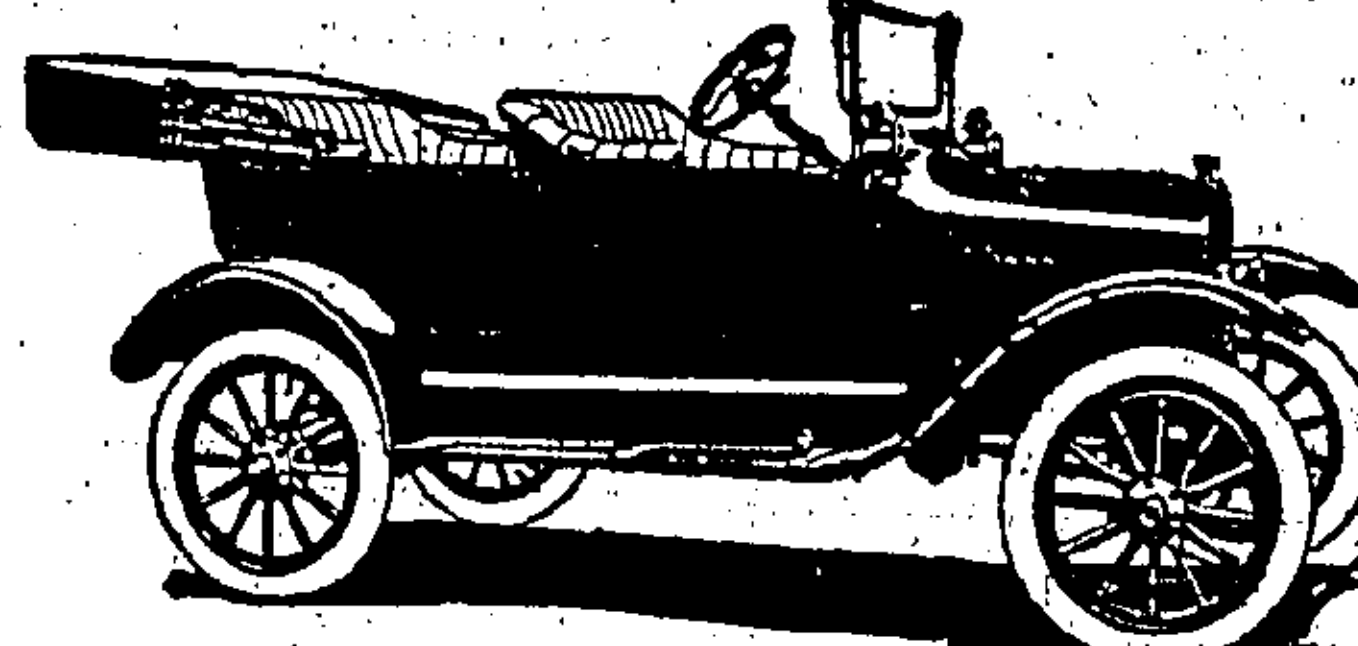
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AND
OUTFITTER.

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Five seater Touring Car, complete ... \$1,380
Two seater Roadster with rear luggage compartment ... \$1,250
Ford truck chassis with extra long wheel-base and two solid tyres, 3,000 lbs. capacity ... \$1,800

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Acts as a preventative against bites and allays irritation caused by Insect Stings.

LAVENDER AMMONIA.

A little in the morning bath is invigorating and refreshing.

PRICKLY HEAT LOTION.

(Prepared from the formula of a very Eminent Professor of Tropical Medicine.) Instantly relieves the irritation and cures after a few applications.

Obtainable only at

THE PHARMACY

Tel. 345.

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DIAMONDS,

JEWELLERY,

SILVERWARE,

CUT GLASS

QUALITY—VARIETY—PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL

(CORNER FLOWER STREET).

BOOTS and SHOES

—THAT look well,

—THAT are comfortable,

—THAT fit well.

THE SINCERE CO., LTD.

THE

Nettleton

SHOE



G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.**Public Auctions.**THE Undersigned has received in-
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or

WEDNESDAY, May 21, 1919.

at Noon,

at his Sales Rooms, Duddell Street.

The Wreck of the

S.S. "CHIYO MARU,"

as she now lies off the Lema

Islands.

Terms: Cash on fall of the hammer,
when vessel will be at purchaser's risk.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, May 7, 1919.

WEDNESDAY, May 21, 1919,

commencing at 2.30 p.m.,

at his Sales Rooms, Duddell Street,

A Large Quantity of Valuable
Household Furniture,
comprising:—Teak hatstand, blackwood curio
cabinet & tables, carved cherrywood
table, teak bookcases, writing desks,
leather covered drawing-room suite,
easy chairs, carpets, rugs, etc., etc.Teak extension dining table & chairs,
teak sideboard & dinner wagon, ice
chest, dinner service, glassware, cutlery
etc., etc.Double brass mounted iron bedstead,
teak single & double wardrobes with
bevelled mirrors, teak dressing table &
washstands, toilet crockery, etc., etc.

Also

One enamelled bath.

Two pianos.

On view from Monday, the 19th

inst.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, May 14, 1919.

INTIMATIONS.THE LIVERPOOL & LONDON &
GLOBE INSURANCE CO., LTD.NOTICE IS HEREBY GIVEN that,
owing to the Undersigned pro-
ceeding home on leave, MR. RIGBY
H. P. KEWLEY, will take charge of the
Company's Hongkong Branch as Acting
Local Manager as from 21st inst.

JOHN DE B. LANCASTER,

Acting Local Manager.

Hongkong, May 19, 1919.

HONGKONG POLO CLUB.

EMPIRE DAY.

WEATHER PERMITTING, A
POLO CLUB GYMKHANA
will be held at the RACE COURSE,
Happy Valley (by kind permission of
the Stewards, Hongkong Jockey Club)
on SATURDAY next, May 24th, at
4 p.m.Admission \$1.00 (including Tea).
Children under twelve half price.Programme includes:—Tent Peg-
ging, Brain-Fever Race, Mounted
Combat, &c., &c.

Cash Sweeps.

S. E. GRIMSTONE,

Hon. Secretary.

Hongkong, May 19, 1919.

PREVENT DISEASE

FLY REGURGITATING ON SUGAR.

When feeding the fly can often be observed
regurgitating its crop contents. In this case it is
regurgitating the sugar it has fed on. This is a
very dangerous habit, as the fly is a common
carrier of disease. It is therefore essential
to keep flies from coming near food. A
few drops of Insectox will keep flies from
coming near food. It is a powerful disinfectant
and will kill all flies. It is a very effective
means of preventing disease. It is a very
effective means of preventing disease. It is a
very effective means of preventing disease.**"INSECTOX"**SUPPRESSES FLIES, MOSQUITOES &
OTHER INSECT DISTURBANCE (AGENTS).

COSTS \$4. BOTTLES \$1.00

On sale at Messrs. A. S. Watson &

Co., Hongkong & Kowloon Bakhly Co.,

Hongkong, and leading stores.

FRANK SMITH & Co.,

Sole Agents.

KING TAI.

THE BEST WORKMANSHIP

Blackwood Furniture Store.

All classes of Furniture made to order

and packed for shipment. Gold and

Silver Ware, Jade Stone, Chinese

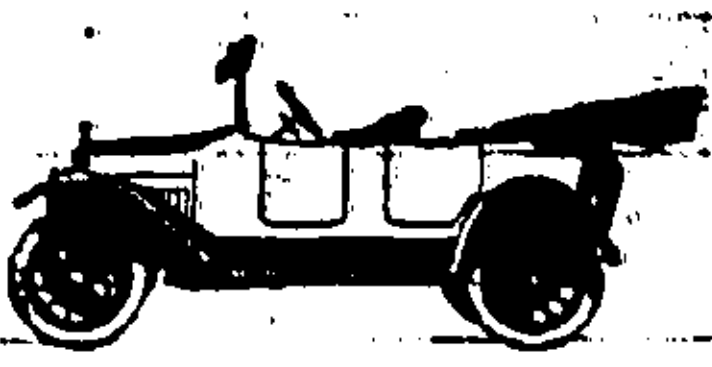
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INSPECTION CORDIALLY INVITED.

No. 10 & 12, Pedder Street,

(Opposite to Hongkong Hotel).

HONGKONG.

INTIMATIONS**METEOR GARAGE**Sole distributors of
MAXWELL CARS.Automobiles for Hire
and for Sale
at reasonable Prices.

'Phone 2500.

65 Des Voeux Road

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**"PREMO
CAMERA"**

\$1.50 only

Kodak Catalogue Free on
application.A. TACK & CO.,
25, Des Voeux Road Central.**DAIRY FARM NEWS.**

SAVE YOUR

CLOTHING FURS & CARPETS

by storing them in our Cold Storerooms

for the summer months where no

moths or vermin can attack them.

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THE DAIRY FARM ICE & COLD

STORAGE CO., LTD.

Place your orders early

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Portugal and the

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PEACE CELEBRATIONS

at moderate price.

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51 House Street.

All Photo goods supplied

Films, plates,

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Just arrived.

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JAPANESE MAKERS.

Every kind of Footwear

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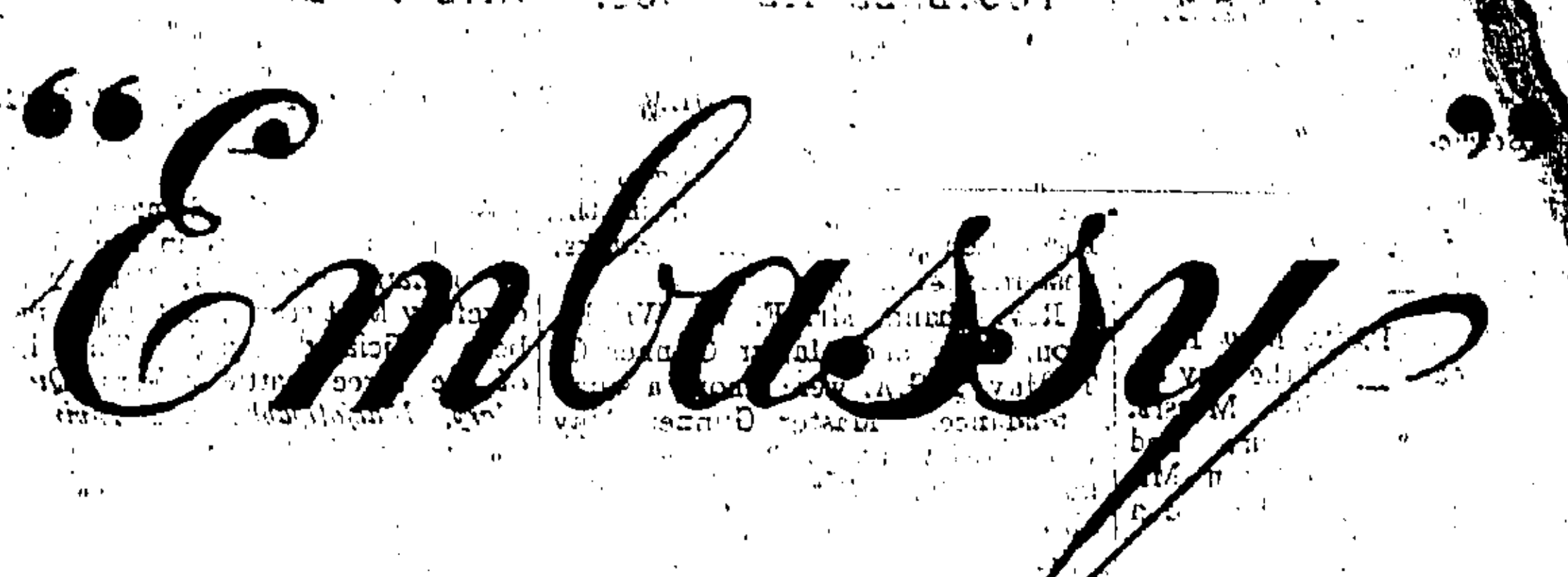
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CIGARETTES.**ON SALE AT ALL STORES.**

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ROSS'S BINOCULARS and TELESCOPES,
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BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.**MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI
AND ALL KINDS OF SOUP STUFFS.**All our Pastes bear the "Rooster" label and are made from Flour of the Best
Quality containing a large percentage of Gluten. Starch and Gluten are the
principal components of Flour. Gluten is easier to digest and contains more
nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

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Please notice The Breezy Garage is giving Special quotations with

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CHANDLER 7 passengers \$2.00 per Hour.

HUDSON SUPER SIX 7 " \$7.00 "

OAKLANDS 7 " \$8.00 "

Wise patrons never go wrong once they decide to patronise us. Weekly or

monthly trips can be arranged at the Office.

OUR MOTTO: Drink less patent medicine

and take more motoring.

Just landed a large stock of Goodyear and Goodrich Tyres and Tubes

at lowest prices. Sizes 34 x 4 and 32 x 4.

Please Ring, Write or Call

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HEATED EVERY TIME THE SAME.

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EVEN HELPS YOU

PRESS YOUR HAIR. WAVES YOUR HAIR, OR CURLS IT RIGHT.

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THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

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KING EDWARD HOTEL

CENTRAL LOCATION.

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting

European Baths and Sanitary Fittings, Hot and Cold Water System

throughout. Best of Food and Service.

Telephone 373. Telegraphic Address: "VICTORIA."

J. WITCHELL, Manager.

PALACE HOTEL

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(Two minutes from Star Ferry).

Recently renovated and refurbished, electric light and fans throughout

and entirely under new management. Cuisine under the personal supervision

of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to

families on application.

Telephone K. 3. Telegraphic Address: "PALACE."

J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE-HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes

walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,

scrupulously clean. Moderate Terms. Monthly and Family Rates on

application to the Proprietors. Launches meet Passenger Boats.

Telegraphic Address "CARLTON." Mrs. E. E. CAMERON.

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HOT AND COLD

DRINKS.

ALSO

DEALERS IN

Ginballs and Orange

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American Chocolates

Assorted Favour Cakes

(ADDRESS:—

Old Post Office Building,

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TANG YUK, Dentist,

Successor to

the late SIEH KING,

14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.

FRENCH LESSONS

G. MOUTISSEAU

15, Morrison Hill Road.

**HANDS COVERED
WITH PIMPLES**

Hard and Red. Constantly Itching

and Burning. Many Sleepless

Nights. Cuticura Heals.

"My complaint began with constant

irritation on the back of my hands

which gradually grew worse until both

hands were covered with hard red

pimples constantly itching and burning,

giving me many sleepless nights.

These later died, leaving a small scab.

I saw an advertisement of Cuticura

Soap and Ointment and sent for a free

sample. The burning and itching were

less, so I purchased more; and I was

completely healed." (Signed) C.

Turner, "Peachey," Brampton Park

Road, Hitchin, Herts., Eng.

Cuticura is a pure, gentle soap, ideal

for every-day toilet use. Assisted by

touches of Cuticura Ointment it does

much to prevent itching and scabbing.

Scab to crumble/Outward to heal. British

Patent & Manufacturing Co., Ltd., 27, Col-

chester St., New York. Sold everywhere.

TRAFALGAR-SQUARE PATALITIES.

At an inquest at Westminster re-

cently on the body of a young woman

who was run over and killed by a

motor-bus in Trafalgar-square, a wit-

ness contended that the erection of

an underground subway in the square

would save many lives. ("Erection

of an underground subway"—Ed.

C.M.)

The coroner said it might surprise

the witness to know that there had

been only four fatalities in Trafalgar-

square in seven years. In one case

two drunken men were rambling aim-

lessly across the road, in another a

cyclist was riding recklessly and got

run down, and on another night, in

a huge crowd, a person was killed

by a vehicle which was travelling at

one mile an hour. There ought,

however, to be more referees to im-

pale drivers who were inclined to go

too fast, and to enable people to deal

with one line of traffic at a time.

LORD LEVERHULME AND

TENANTS.

Land unrest has developed on

Lord Leverhulme's estate in Lewis.

On March 14, a number of men from

the village of Coll pegged off holdings

on Coll Farm, and on Saturday Lord

Leverhulme visited Gress, where he

met the men, who claim possession

of Gress Farm. The gathering con-

sisted of some eighty or ninety

people, mostly young men from the

villages of Back, Vatisker, Coll, and

Tolsta. Addressing them, Lord

Leverhulme said there were difficul-

ties in the way of breaking up Gress

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Shares, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwi-Wan" Coal Storage.

Codes used
Bentley's
A. S. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telephone Address
"WATSON" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,

May 23, 1919, at 10.30 a.m., at No. 2 Saifee Terrace (Top Floor), Kowloon.

THE SUNDAY**HOUSEHOLD FURNITURE**

Including: Upholstered Arm-chairs and Sofa, Pictures, etc.
Large Teakwood Bedstead, Wardrobe & Dressing Table, etc. Electric Fittings, Sunblinds and Ice Chest (New).
On view day of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 16, 1919.

(FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,

May 23rd, 1919, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Number of Rolls Linoleum (new). About 400 yards Mosquito Netting. Several lengths of Sheeting.
A quantity of White Shirting.

Also

Ladies' and Gent's Boots and Shoes. Clothing, Tennis Balls and Golf Balls (new).
To be sold without reserve.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 19, 1919.

(FOR ACCOUNT OF THE CONCERNED), on

FRIDAY,

May 23, 1919, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A number of rolls Linoleum (new). About 400 yards mosquito netting, several lengths of sheeting, a quantity of shirting.

Gent's Boots and Shoes and Sundry Goods.

Terms:—Cash.
HUGHES & HOUGH
Auctioneers.
Hongkong, May 16, 1919.

WANTED TO PURCHASE

PICTURES painted by Captain LORING, R.A. "one time stationed here."

HUGHES & HOUGH,
Auctioneers.

EUROPEAN AGENCY.

WHOLESALE Indents promptly executed at lowest cash prices for all British and Continental goods, including

Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographic and Optical Goods, Provisions and Oilmen's Stores, etc., etc.

Commission 2½ to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignments of Produce sold on Account.

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25, ABchurch Lane, LONDON, E.C.

Cable Address: "ANNVAIN" LONDON.

NOTICES.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on WEDNESDAY, the 21st May, 1919, at 11.30 A.M.

The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 21st May, 1919, both days inclusive.

Immediately after the above mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles propose to ask the Consulting Committee to sanction a call of \$50 per Share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also under Article 104 (p) ask for the sanction of the Consulting Committee to the payment of a special dividend of \$50 per Share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be CLOSED for an additional 14 days, i.e. until and including the 4th June, 1919.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, April 30, 1919.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May, 1919, at Noon, for the purpose of receiving the Report of Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9, 1919.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May, 1919, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong May 9, 1919.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May, 1919, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 9, 1919.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on FRIDAY, the 23rd day of May, 1919, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 19th day of May to MONDAY, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 13, 1919.

TAIYO & CO.

(JAPANESE)

BOOTS AND SHOES

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1919

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ADVERTISER.—Shortly leaving for Canada and America on BUSINESS TRIP, will undertake selling commissions. Reply Box No. 1123 c/o "China Mail."

ADVERTISER.—Has exceptional opportunity for a PAYING BUSINESS, but needs small amount of Capital. Excellent references and liberal terms given. Reply Box No. 1123, c/o "China Mail."

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TO LET.

TO LET.—No. 103 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PERCY SMITH, SETON & FLEMING.

TO LET.—A FLAT in Nathan Road, Kowloon.

A Four-roomed HOUSE in Gordon Terrace, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, May 20, 1919.

TO LET.

TO LET.—NEW HOUSES in Nathan Road, Kowloon.

No. 12 Ground Floor
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Light and Airy, Electric Light & Bell installation, excellent sanitary fittings and arrangements including Water Closets. Enamelled Baths (European Style).

TERMS MODERATE.
Apply to:—**LAI HIN MAN,**
Manager.
Tong Wa Building Agency,
No. 43A Queen's Road East, Hongkong,
or
No. 10 Nathan Road, Kowloon.

WISEMAN, LTD.**TEA DANCES****TO-DAY**

(Tuesday), May 20th

and

Thursday, May 22nd.

D. M. GOODALL,
Manager.

Phone 407.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, the 29th May, 1919, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th instant to the 31st instant both days inclusive.

PEAK TRAMWAYS CO., LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 19, 1919.

NOTICE.

ALL PERSONS with the exception of those of Chinese races desiring to leave the Colony should apply in person between the hours of 9 A.M. to 5 P.M. and 5 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or Identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

El Oriente Cigar Factory Is American Concern**Governor-General of Philippines Issues Important Announcement**

Walter E. Olsen & Co., Buy Largest Cigar Factory in Manila from Alien Property Custodian U. S.

February 13, 1919.

The world famous El Oriente Cigar Factory of Manila, Philippine Islands, has passed into American hands. The Alien Property Custodian announces its sale to Walter E. Olsen and Company.

El Oriente Cigar Factory has been established since 1883 and is a well and favorably known here. Every detail of manufacture from the cultivation and care of the tobacco, to the clean and careful handling in the most modern and sanitary factories, has been carefully studied, with the result that the products of the factory enjoy a world wide enviable reputation.

The policy of the owners will be to maintain the same high standard of quality that has made El Oriente cigars a by-word for good smokers throughout this country. The warehouses of the company contain more than three million pesos worth of tobacco, carefully selected and of the highest quality. This in itself assures smokers of a mild uniform blend that from a point of quality and aroma is unexcelled.

The Governor-General of the Philippine Islands has sanctioned the issuance of the following statement in order that the smoking public of China may be put in possession of the facts concerning the Oriente Cigar Factory:

Office of the Governor-General of the Philippine Islands
Manila, Feb. 13, 1919.

To whom it may concern:—
The Governor-General of the Philippine Islands has received the following self-explanatory letter from Mr. Douglas M. Moffat, Managing Director for the Philippine Islands of the Alien Property Custodian of the United States of America:

"United States of America, the Alien Property Custodian

Office of the Managing Director in the Philippines, Manila.

"I hereby certify to the authenticity of the signature of Mr. Douglas M. Moffat, Managing Director for the Philippine Islands of the Alien Property Custodian, on the original of the above letter which is on file in this office. I further certify that the records of the Division of Archives, Patents, Copyrights, and Trade Marks of the Philippine Government show that Walter E. Olsen and Company is a Philippine corporation duly organized under the laws of the Philippine Islands and that all of its stockholders are citizens of the United States of America."

By authority of the Governor-General.

(Sgd.) J. L. IRWIN,
Secretary to the Gov. Gen.

Manila, P. I."

"The Tabacqueria Filipina, 34, Nanking Road, Shanghai, have been appointed Agents of China, including Hongkong, for the above brands."

Hongkong Office, 15, Wyndham Street.

HONGKONG TAILORING CO.

LADIES' and GENTS' TAILORS, DRESS-MAKERS

MILLINERS and DRAPERS, &c.

New and up-to-date Materials in Stock.

No. 1c, D'AGUILAR STREET, CENTRAL.

TELEPHONE No. 2880. HONGKONG.

TRY OUR PRIZE FLOURS

We produce more than 35,000 sacks of Flour of the highest quality, daily, from best Chinese wheat, free from dust and impurities. Output will be increased to 45,000 sacks per day by end of the year. We are continually being favoured with orders from all over China, Japan, Straits Settlements, Manila and other Eastern and European ports.



Our brands are:—

BATTLESHIP (Green Label),

STAR DECORATION (Green Label),

HAPPINESS (Blue and Red Labels).

Our Flour has been awarded a "Panel of Honour" by the ex-Pres. General Li Yuan-hung for superiority.

MOW SING & FOH SING FLOUR MILLS

WUSIEH and SHANGHAI.

Send for free samples and prices to our Head Office, 40, Avenue Edouard VII.

T. K. YUNG, General Manager.
Head Office: Telephone 1023. Cable Address: Mowwingsing.

NOTICES.

THE MOTOR UNION INSURANCE CO., LTD.
(Incorporated in England.)
Being Agents for the above COMPANY, we are prepared to issue POLICIES against FIRE, MARINE, LIFE and MOTOR ACCIDENTS at current rates.
For further particulars, please apply to:—
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Princes Building, General Agents.

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Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars Always in Readiness.

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GREEN ISLAND CEMENT CO., LTD.**PORTLAND CEMENT.**

In Casks of 37½ lbs. net.

In Bags of 250 lbs. net.

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GENERAL MANAGERS

SOMETHING NEW.**WISEMAN'S TEA.**

Our own packing and blending from the choicest Ceylon and China Teas.

Try It

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JUST RECEIVED 5,000 COPIES

POPULAR

MUSIC.

COME AND MAKE YOUR SELECTION FROM 25 Cts. UPWARDS.

JAMES LAU & CO.,

26, WYNDHAM STREET.

PRIMO

Points of view may differ on the right course to take in waging war.

When it comes to discussing beverages, however, there are no two opinions. All agree that PRIMO is the right Beer to drink.

Stocked by all Wine and Spirit Merchants.

H. RUTTONJEE & SON,

16, Queen's Road Central.

BEER

LAUNCH OF "WAR DRIVER."

AT TAIKOO DOCKYARD.

THE COMMANDER ON SHIPBUILDING.

This morning witnessed the launch at Taikoo Dockyard of the s.s. *War Driver* which has been built by the Taikoo Dockyard Company to the order of the Shipping Controller.

A number of launches left Murray Pier to take the guests to see the launching ceremony. The visitors included H.E. the Governor, who was accompanied by Mr. Ponsbury, Mr. E. D. C. Wells, C.S.P., Hon. Mr. W. Chatham, Hon. Mr. McEwen, Mr. W. L. Patten, Mr. F. Graham, Flag Captain F. C. Fisher, R.N., Colonel Clement Smith, Messrs. G. M. Young, J. W. Graham, M. de Jorrel, Captain J. W. Carrington, D.S.O., R.N., and a large number of ladies and other gentlemen.

When all was in readiness Lady Tudor launched the ship. The vessel behaved as beautifully as all well launched craft are expected to do.

Lady Tudor was handed a bouquet in a silver vase.

Adjournment was then made to the shed where tables were laid ready for the reception. After the visitors had partaken of refreshments Mr. Ross Thomson said: Your Excellency, Lady Tudor, Ladies and Gentlemen, on behalf of the Taikoo Dock and Engineering Company I wish to thank you for coming here today to assist us in launching the *War Driver*, an event which marks a further step in the shipbuilding career of this company, and also, I think, in the development of the shipbuilding industry of this Colony. She is not the heaviest vessel that has been launched here but is unique in that she is the first standard ship that was built to the order of the British Government and as such is evidence that the name and reputation of this yard, and of this Colony as an important shipbuilding centre is gaining ground, going wider afield, and earning the confidence of the greatest shipping authorities in the world. It is not the company's fault that we had none of these vessels in commission before the armistice was declared and the time of greatest pressure on the tonnage of the Empire had passed. That was solely due to inability to give us priority for the necessary steel to work on their vessels, of which if you look around you, will see three more in various stages of construction. Once the material was obtained no time was lost. The first of it reached us in October towards the end of which month her keel was laid, we have launched her today, her engines are ready to be put in place and we expect to have her ready for work soon. In shipbuilding this Colony suffers under certain disadvantages, but I am satisfied that these are more than offset by various advantages that appear to ensure the future prosperity of the industry in the Colony. Recent events have brought His Majesty's Navy and the Mercantile Marine into closer touch than they have ever been in the past, and we regard it as a good omen for the future of this vessel that we were fortunate enough to succeed in persuading Lady Tudor to so gracefully perform that part of the work for us that released the *War Driver* from the cradle of her infancy to take her place on the bosom of the ocean that will be her future home. I wish to thank you, Lady Tudor, most deeply for your kindly interest in this vessel. I will now ask you all to join me in drinking to the future success of the good ship *War Driver* and will couple the toast with the name of Lady Tudor, to whom I have great pleasure in tendering this small souvenir of the occasion.

Mr. Ross Thomson then handed to Lady Tudor a diamond clasp brooch.

The *War Driver* having been duly launched, the Commodore rose to reply on behalf of Lady Tudor.

Commodore V. G. Gurner said: Mr. Ross Thomson, Ladies and Gentlemen, Lady Tudor has asked me to thank you for the honour you have done her in inviting her to launch the *War Driver*. It is a fine achievement to have built such a ship in Hongkong, and I hope she is only a forerunner of many more and even larger ships to be built in the days to come. I understand that both iron and coal have been discovered in the vicinity of Hongkong. Some day no doubt, these will be workable. Add to them the supply of cheap labour which is always at hand, you have all you require, and ought to be able to compete with any other yard in the world. Messrs. Butterfield & Swire are Agents for the finest cargo ships afloat, I talk to the *Hobbs* vessels, and when they start to design and build for themselves, will have a grand opportunity of trying to improve on these ships; and when I say improve, I mean in every respect. Accommodation, cargo capacity, facilities for dealing quickly with cargo, and also speed. This last is a thing I can speak of with feeling as I have escorted convoys across the Pacific from their original in-

ception until the end of 1917. It was my ill-fortune never to have a cargo convey with a speed greater than 8 knots on paper, which in practice seldom if ever exceeded 7½, even in fine weather. Now it seems to me that the cost of coal expended for getting extra speed, up to a certain point, is more than counterbalanced by the number of trips a ship could do in a year. In this connection I would like to tell you some of the difficulties one had to contend with in the class of convey I mentioned, which was over 30 ships. We cruised in four columns until we got to the danger zone, and then we re-organized the convey into eight, with four ships in each column; the object being to present as large a front as possible to any lurking Fritz. If he saw a mob of ships going straight at him like this, his one object was to get out of the way, either by getting on to the flank where he could get in a shot, or by deep diving where he had no chance of being run down. In either case by the time he came up to parlay distance again the convey might, owing to an irregular zigzag, be miles away from him and out of range. Or he might find them still heading for him. One great trouble was to make the Masters of ships keep station. Each ship was supposed to be 400 yards from the next ahead. This was seldom realised for the whole convey, and I have had when in this formation, a line of ships five miles in length. And, mind you, this was when I had only eight destroyers, four on each flank, to protect the whole convey. You can see how utterly impossible it was to guarantee any sort of protection under those conditions. Now, extra speed would have made this a fairly simple matter and one could have kept the ships together. It was not always the fault of the slow ships either, as I will show you; but often, I regret to say, of the men in them who were incapable of seeing the necessity of close order. One day going up Channel I had the *Oiler Wabash*, a ship that was in here some months ago, torpedoed. Within five minutes I was going 16 knots. And I can only state the fact that I was not dropping those eight knot Tramps anything worth speaking of. Now I have told you these things so that you should understand our difficulties, but I would have you know that the great majority were men who honestly did their best, and towards the end of the time when they had attended the classes which were set up at the various Ports for instructing them in anti-submarine measures, there was a great improvement indeed. Naturally it was the intelligent men who tried their utmost to carry out orders, and as a rule they were found in the better class ships. During the war the two services have been mixed up so intimately that I hope and feel sure that a far better understanding now exists between the Royal Navy and the Mercantile Marine than ever was the case before. Personally as you will have gathered, I have had a great deal to do with a large number of Captains of mercantile ships, but it is only the few of the kind I have called attention to, that wants not to eliminate but to train up to better things until they are fit to uphold the honour of their flag and their house against all concerns and in all cases. Now this is a levelling up and all men are equal—so they wish to be so—but the thing that we must try to do is to level up and not down, and now to my mind and the way to do this thing is by providing better accommodation for the Officers and Ships' Companies of all ships. In fact generally improving the conditions of life at sea. I feel strongly on this point and speak with a hope of doing something for our Brothers in the Merchant Service, as I am sure better conditions of life, better accommodation and more consideration than they have hitherto received in some ships, will lead to a better educated man than we now find in some of the ships, that are knocking about the Ocean. Now just one more thing about making the ship fit the trade and not the trade the ship. In pre-war days we had the bulk of the carrying trade of the world, but it was seriously menaced by the Germans, and in a few years if there had been no war, I honestly believe that they would have cut in considerably more than we liked. One of the reasons for this was that they made the ship fit the trade. Now, Ladies and Gentlemen, I think I have said all that I have either got or you want me to say and with all good wishes to the *War Driver* in her future life, and to Taikoo Dockyard for all time, I will sit down.

The Governor, Mr. Claud Severn, said that they should all congratulate Taikoo on launching their first standard ship. He wished the company all prosperity in the future coupled with the name of Mr. Reid and congratulated his excellent staff on the excellent work they had done.

In responding Mr. Reid said: Your Excellency, Lady Tudor, Ladies and Gentlemen, I thank you for the kind expressions towards myself and the staff of the Taikoo Dockyard. They have done their very best to give the world the very best. I am sorry the ship was not launched earlier as we fully intended but we could not get the steel released for the work. The ship is a very creditable piece of work for Chinese

MARINE COURT.

(BEFORE CAPTAIN BASIL TAYLOR, R.N.)

EXCESS PASSENGERS.

Fan Yee, master of the steam launch *Kung Hong*, was charged with carrying 139 passengers in excess of the number allowed by his licence, outside the local trade limits on May 8.

Mr. P. W. Goldring appeared for defendant and asked for a week's adjournment.

The Marine Magistrate agreed to this course.

NO LICENCE.

Chung Sau, master of a boat appeared to answer a charge of failing to take out a licence. P. C. McCormac pleaded the case. Defendant pleaded guilty. When fined \$5 he paid the money.

S.S. "NANKING" REQUISITIONED.

The United States Government has requisitioned the China Mail Steamship Co.'s liner *Nanking* for the conveyance of troops from Vladivostok to San Francisco, and all passenger and freight bookings made for the sailing of this vessel on June 14th have therefore been cancelled under instructions from the U. S. Government.

The vessel is expected to sail from San Francisco on May 10th, omitting call at Honolulu outward, and arriving in Hongkong on June 3rd, whence she will be dispatched on the 4th direct for Vladivostok and from there straight across to America.

Passengers who have paid deposits to secure their reservations by the June sailing of *Nanking* may secure refund upon application to the local offices of the Company.

Owing to some re-arrangement, the drama "The Tongues of Men" will not be either screened at the Matinee this afternoon nor at night, and the magnificent romantic novel from Charles Dickens, "Great Expectations" will be screened instead. Those who know this famous writer will no doubt appreciate the change. It consists of five parts. The above will be shown at the Hongkong Theatre.

labour, and with expert European supervision they can build ships to compete with any in the world. Once more many thanks for the kind wishes to the staff.

CITY WAYS.

This concluded the ceremony. DESCRIPTION OF THE "WAR DRIVER."

The "War Driver" is one of the well-known standard design steamers ordered during the war by the Shipping Controller. The vessel, which is classed under Lloyd's 100-A1, has been built under special survey and is 413 feet over all in length, 52 feet 2 inches beam and 31 feet 2 inches in depth to upper deck. Two complete steel decks are fitted with steel forecabin, bridge and poop decks, the latter deck being bottom for water ballast. A cellular double bottom for water ballast has been arranged throughout and the peaks are also available for water ballast. Seven water-tight bulkheads are fitted in the vessel, forming four cargo holds and reserve coal bunker. The cargo hatches are exceptionally large and suitable for the working of bulky cargo; two steam winches are placed at each hatch, with derricks fitted to table round the mast. The vessel has two steel masts fitted with telescopic topmasts arranged to suit the Manchester Canal Bridges. The accommodation for the captain, officers and engineers is on the bridge deck in a central deckhouse and wing houses. Apprentices are accommodated at the aft end of the bridge 'tween decks. A smoke room for the use of officers and engineers has been fitted up on the bridge deck above the engine skylight. The crew are berthed at the aft end of the vessel, also a Marconi installation for wireless telegraphy. A steam warping winch is fitted on the forecastle deck for anchors and for warping the vessel, and steam steering gear at the aft end of the casing on the upper deck with control on the navigating bridge. Steam heating has been installed for all midship accommodation and stoves fitted in the crew spaces. Ventilation of the holds and living rooms has been amply provided for. The vessels will carry about 8,100 tons deadweight on 25 feet 1 inch draft, and a speed of 11½ knots on trial is anticipated.

The propelling machinery consists of one set of triple-expansion surface condensing engines, having cylinders 27, 44 and 73 inches diameter with a stroke of 48 inches. Three single-ended multibore Scotch boilers, 15½ in. diameter by 11½ in. long, will supply steam at 180 lbs. pressure, working under Howden's system of forced draft. Auxiliary machinery consists of Weir's feed pump, Weir's general condenser pump, Weir's ballast pump and evaporator. The engines and boilers have been constructed entirely by the Taikoo Dockyard and Engineering Company.

A dead body was washed ashore at 9 o'clock this morning, near Blake Pier.

Nice people do not, in paying a richa coolie, throw the money on the ground for him to pick up. Verb. sup.

The *Yellow Dragon* for May is suffering from the heat. It is not quite so interesting as usual, although it has a good story about cats.

CORRESPONDENCE.

OUR DOG MEAT STORY.

(To the Editor of the "CHINA MAIL.")

Dear Sir,—I read with Horror the account of The Dog Case as reported in your columns of yesterday's date. Although not stated, the manner of the deaths of these poor brutes can be easily imagined. "Boiling water." Think of it, you lovers of dumb animals, dogs in particular. The police are to be congratulated in the manner they have, after long search and enquiries, rounded this gang up. But what about the sentence? "Six months," would not six years have been nearer the mark? I should like to form one of a party to go to meet these Butchers of pets, on their dismissal from Prison.

A nice warm bath would perhaps be waiting for them, falling hot water, I know of a big Galvanizing Bath, which would come in useful, giving them a fright.

Yours truly,
A LOVER OF DOGS.

CHINESE EDUCATION IN JAVA.

A little while ago we printed an advertisement for teachers required in the Chinese-English School at Semarang, Java. We repeat it today, and will be pleased to show a "scheme" and a school magazine to those interested, if they will call at the China Mail office.

This school, giving a good English education to Chinese in a Dutch Colony, is really a quite excellent institution, from all we can see. It has already sent four boys here to prepare for our University, and holds its first Hongkong Local Examination next December.

The Head Master is very anxious to obtain a copy of the Code of the Chinese Middle School Curriculum. Can any *China Mail* reader help us to oblige him?

CITY WAYS.

A Chinese youth fresh from the country stood agape near the Western Market, wondering at the city crowd. Some man near by had his purse containing \$250 in notes snatched, and the bumpkin fell under suspicion, perhaps because he looked so innocent. To-day his mother told Mr. Lindsay that her son was no snatcher of other folks' property. The Magistrate also doubted his guilt, and let him go.

BOLSHEVICS LEAVE HONGKONG.

The eight Russian Bolshevik prisoners captured in Persia who arrived here some time ago from India on the s.s. *Dilwara* together with the 22nd Punjab and the Kirkee men, left for Vladivostok this afternoon under a military escort commanded by Lieut. Newton. At 2.30, the guard paraded outside the Detention Barracks and after the prisoners had emerged and taken their position in the centre, they marched off to the A.S.C. pier where they boarded a steam launch which bore them to the Russian Volunteer Fleet s.s. *Indigirka* which sailed for Vladivostok soon after 3.30 o'clock. The escort is composed of Manchester men. They expect to be away for about three weeks.

NEWSPAPER DEAL.

The *Yorkshire Observer* makes the following announcement:—Sir James Hill has disposed of a large part of his interest in the *Yorkshire Observer*, *Bradford Daily Telegraph*, and associated newspapers, to Mr. Robert Donald, formerly editor of the *Daily Chronicle*, and managing director of United Newspapers, Ltd. Sir James Hill remains chairman of the company which owns the properties, and Mr. Donald will be managing director.

GERMAN BANK ROBBERS IN BRITISH UNIFORM.

Nearly one and a half million marks (275,000 nominally) have been stolen from the Reichsbank branch at Euskirchen (10 miles north-west of Bonn) by five robbers wearing British uniforms, reports a Berlin telegram of March 24. According to the evening papers the thieves gassed the officials, and ultimately made off in the direction of Bonn and Cologne in British motor ambulances.

A dead body was washed ashore at 9 o'clock this morning, near Blake Pier.

Nice people do not, in paying a richa coolie, throw the money on the ground for him to pick up. Verb. sup.

The *Yellow Dragon* for May is suffering from the heat. It is not quite so interesting as usual, although it has a good story about cats.

TO-DAY'S ADVERTISEMENTS.

IMPORTS AND EXPORTS DEPT.

NOTICE.

EMPIRE DAY.

THIS Department will be open for all purposes till Noon on SATURDAY, the 24th May. Licensed Warehouse will be entirely CLOSED on that day.

D. W. TRATMAN,
Superintendent,
Imports and Exports.
Hongkong, May 20, 1919.

WANTED.

WANTED.—ADDITIONAL STEWARDESS FOR S.S. "NEURALIA" FOR VOYAGE TO LONDON. Full particulars on application to MACKENZIE MACKENZIE & Co., Agents.

WANTED.—YOUNG LADY, Assistant at General Drapery Store. Good salary given to one, with former experience. Also a Young Beginner. Apply "Box 1124," c/o "China Mail."

ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PAIRS COMPETITION will take place over Happy Valley Course. Match play under Handicap. Entrance Fee \$2 each player. CLOSE 31st May, 1919, at the Club Pavilions or with the undersigned.

G. L. SANDES,
Hon. Secretary,
MERCANTILE BANK,
Hongkong, May 20, 1919.

SIEMENS CHINA ELECTRICAL ENGINEERING COMPANY, (HONGKONG) LIMITED.
SIEMENS CHINA CO., BERLIN
FRANZ EMIL AUGUST EHRHARDT.

CREDITORS are required to send in their claims against the above to the undersigned Alexandra Buildings, Des Voeux Road, on or before SATURDAY, the 31st May, 1919.

C. BERNARD BROWN,
Liquidator.

Hongkong, May 20, 1919.

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the Members of the above Society will be held on THURSDAY, 5th June, at 5.15 p.m. in the Hon. Secretary's Office 1st Chamber Road, (Hong Kong Club Annex).

AGENDA: (1) To receive and pass the Committee's Report and Statement of Accounts. (2) Election of Officers and new Committee for ensuing year.

H. B. L. DOWBIGGIN,
Hon. Secretary.

Hongkong, May 20, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, May 23, 1919, commencing at 11 a.m. at his Sales Rooms, Duddell Street.
3 Cases Arctic White Glass
5 Cases Ground Chocolate
5 Cases Cocoa Powder
2 Cases Vanilla Chocolate in tablets
7 Bales Chair Springs
12 Dinner Services
40 Dozen Coffee Cups and Saucers

Also
Two Bales White Woollen Blankets
(in lots to suit purchasers).
Terms—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, May 20, 1919.

INFO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th inst. at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 20, 1919.

NOTICES.

LANE, CRAWFORD & CO.

TELEPHONE 1741.

MEN WHO KNOW GOOD CLOTHES

will APPRECIATE our

WHITE SOIESETTE

COAT CUT

SHIRTS

FINISHED STARCHED NECKBAND AND

SOFT DOUBLE CUFFS,

THEY ARE DRESSY, COMFORTABLE AND

REPRESENT A MAXIMUM OF VALUE AT

A MINIMUM OF PRICE.

ALL SIZES 14 TO 17

\$3.75 each.—3 for \$10.50

LANE, CRAWFORD & CO.

NEW MUSIC

"A LITTLE BIT MORE"

"POOR BUTTERFLY"

"JUST A BABY'S PRAYER"

"HAWAIIAN BUTTERFLY"

"SMILES"

ETC., ETC.

THE ANDERSON MUSIC COY.

16, DES VOEUX ROAD. TEL. 1231.

THE STANDARD OF EXCELLENCE AND RELIABILITY

HOWE SCALES.

LARGE VARIETY OF VARIOUS TYPES IN STOCK.

MUSTARD & CO.,

4, DES VOEUX ROAD CENTRAL. TELEPHONE 1100.

AGENTS in HONGKONG, AMOY, SWATOW AND CANTON:

BRITISH AMERICAN TOBACCO CO.

COLONIAL DISPENSARY.

FANCY PERFUMES.

EAU DE COLOGNE.

TOILET SOAPS.

MANICURE SETS.

SUITABLE FOR PRESENTS.

COLONIAL DISPENSARY.

14, Queen's Road, Central. Telephone No. 4871.

BURGOYNES Pty., Ltd.

SPECIALLY SELECTED

BURGUNDY.

WINE GROWERS TO

H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case: 1 doz. Quarts duty paid \$20.

" " " 2 doz. Pints " \$21.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,

Tel. No. 135. 6, QUEEN'S ROAD, CENTRAL.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON

Steamers	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
NEURALIA NOVARA	25th May, at Noon 7th August	30th June 9th Sept.	8th July 15th Sept.

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DILWARA	23rd May	10th June

CALCUTTA via STRAITS and RANGOON.

ARRIVALS APCAR	Early June	Due Calcutta June.
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SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about
ARRIVALS APCAR	25th May at 11.30 a.m.

Tickets interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing ships are liable to be altered without notice.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors. Messrs Goddard and Douglas, at 10 a.m. on
Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognised. No Claims will
be admitted after the goods have left the Godowns.
For further information, please apply to Messrs. Mackinnon, Mackenzie & Co.,
Agents.

MACKINNON, MACKENZIE & CO.

21, Des Voeux Road Central, HONGKONG.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

NIPPON YUSEN KAISHA
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	Mishima Maru, 15,000 tons	MONDAY, 9th June, at 11 a.m.
Nagasaki, Kobe & Yokohama	Tango Maru, 12,760 tons	FRIDAY, 23rd May, at 11 a.m.
London & Antwerp via S. Pore, Penang, Colombo, Suez & Port Said.	Nikko Maru, 9,000 tons	SATURDAY, 21st June, at 11 a.m.
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	Kaga Maru, 12,300 tons	SATURDAY, 31st May, at Noon.
New York via Japan	Aki Maru, 12,300 tons	THURSDAY, 22nd May, at 11 a.m.
Bombay via Singapore & Colombo	Tatsuno Maru, 14,030 tons	TUESDAY, 27th May.
Calcutta via Singapore, Penang & Rangoon	Kirin Maru, 7,760 tons	SATURDAY, 24th May.
Calcutta via Singapore, Penang & Rangoon	Tenzan Maru, — tons	MONDAY, 19th May.

Omitting Shanghai and/or Moji. Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA & VICTORIA.
Operated by the magnificent and splendidly equipped
Passenger Steamers, "Fushimi Maru," "Suwa Maru,"
"Kashima Maru" and "Katori Maru," each of over 20,000
tons displacement.

Next sailing from Hongkong:

"Fushimi Maru," SUNDAY, 22nd June, at 11 a.m.
"Katori Maru," SUNDAY, 13th July, at 11 a.m.

Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager. Telephone 202 & 203.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 469.
Shipyard: Sheung-Sai-Po, Kowloon, Hongkong. Telephone No. 8.
Estimates furnished on application. WONG PING WA, Manager.
Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Manila	Socakata	Java-China-Japan Line	On 31st May.
San Francisco via Shanghai, Japan, &c.	Shinyo Maru	Toyo Kisen Kaisha	On 31st May.
San Francisco via Shanghai, Japan, &c.	Persia Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Colombia	Pacific Mail S.S. Co.	On 18th June.
San Francisco via Shanghai, Japan, &c.	China	China Mail S.S. Co., Ltd.	On 21st May, at Noon.
San Francisco via Shanghai, Japan, &c.	Nanking	China Mail S.S. Co., Ltd.	On 21st May.
San Francisco via Shanghai, Japan, &c.	Western Knight	The Admiral Line	On 14th June.
Victoria, Vancouver, Seattle & Tacoma	Africa Maru	Ozaka Shosen Kaisha	On 15th June.
Victoria B.C. & Seattle via S. Pore, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
Vancouver via Shanghai, Japan, &c.	Empress of Asia	Canadian O.S. Ltd.	On 15th June.
Vancouver via Shanghai, Japan, &c.	Empress of Japan	Canadian O.S. Ltd.	On 15th June.
Sydney & Melbourne	Nankin Maru	Ozaka Shosen Kaisha	On 18th June.
Australian Ports via Manila	Aki Maru	Nippon Yusen Kaisha	On 18th June.
Australian Ports via Japan	Kiyo Maru	Toyo Kisen Kaisha	On 18th June.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 18th June.
Shanghai, Kobe & Yokohama	Mishima Maru	Nippon Yusen Kaisha	On 18th June.
Shanghai & Tientsin	Wuyang	Jardine, Matheson & Co., Ltd.	On 18th June.
Shanghai	Tan	Butterfield & Swire	On 18th June.
Haiphong	Daitoku Maru	Ozaka Shosen Kaisha	On 18th June.
Tientsin	Cheongshing	Jardine, Matheson & Co., Ltd.	On 18th June.
Weihaiwei, Chefoo, Newchwang & Tsia	Huichow	Butterfield & Swire	On 18th June.
Swatow & Bangkok	Hupsh	Butterfield & Swire	On 18th June.
Keelung via Swatow and Amoy	Ankusa Maru	Ozaka Shosen Kaisha	On 18th June.
Swatow, Amoy & Foochow	Quinnaburg	Douglas, Laprak & Co.	On 18th June.
Manila	Yuensang	Jardine, Matheson & Co., Ltd.	On 18th June.
Java	Niojun Maru	Dodwell & Co., Ltd.	On 18th June.
Singapore, Colombo & Bombay	Dilwara	P. & O. S. N. Co.	On 18th June.
Singapore, Penang, Colombo & Fort Said	Neuralia	P. & O. S. N. Co.	On 18th June.
Bombay & Colombo	Burma Maru	Ozaka Shosen Kaisha	On 18th June.
London and Antwerp	Amur Maru	Ozaka Shosen Kaisha	On 18th June.
London via S. Pore, Fung & C. &c.	Haga Maru	Nippon Yusen Kaisha	On 18th June.
Mauritius, Delagoa Bay, Durban	Kawait Maru	Ozaka Shosen Kaisha	On 18th June.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
NANYO MARU No. 1
ASOSAN MARU.
CHELAN MARU.
KUMAKATA MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG.

BANGKOK

and or

SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155. Top Floor, King's Building.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES

S.S. "COLOMBIA,"
From SAN FRANCISCO, HONO-
LULU, JAPAN PORTS, SHANG-
HAI and MANILA.

THE above mentioned vessel having
arrived from the above mention-
ed Ports, Consignees of cargo are
hereby informed that their cargo will
be landed at their risk into the
hazardous and/or extra hazardous go-
downs of the Hongkong & Kowloon
Wharf & Godown Co., Ltd., and
stored at Consignees' risk.

Consignees of Cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before bills of lading can
be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns,
where they will be examined on May
10th at 10 o'clock.

All claims must be presented with-
in a month of the steamer's arrival
here, after which they cannot be re-
cognized.

No claim will be admitted after the
goods have left the godowns, and all
goods remaining undelivered after May
21st, will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for countersigna-
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,

Alexandra Buildings.

J. ORAM SEPPARD,

Acting Agent.

Hongkong, May 14, 1919.

NOTICE TO CONSIGNEES

TOYO KISEN KAISHA.

THE Steamship
"SHINYO MARU,"
STEAMER ARRIVED
FROM SAN FRANCISCO, HONO-
LULU, JAPAN PORTS and
MANILA, Thursday May 15th.

Consignees of Cargo are hereby
notified to present their bills of lading
for counter-signature, and take im-
mediate delivery from alongside steamer
or the Company's Godown, where all
cargo impeding immediate discharge will
be landed at consignees' risk.

Storage will be assessed on
cargo remaining undelivered on
and after, Thursday, May 23rd.

All broken, chafed and damaged
packages will be landed into the Com-
pany's Godown, where same will be
examined, on Monday, May 19th, at
10 a.m.

No claims will be recognized after
the goods have left the steamer or
godown and none will be entertained if
presented later than three weeks after
arrival of steamer.

No Fire Insurance whatever will be

effected.

T. DAIGO,

Manager.

Hongkong, May 16, 1919.

SINGAPORE RUBBER

SHARE MARKET.

MESSRS. FRASER & CO.'S

QUOTATIONS.

Singapore, April 25.

Alor Gajah (\$1) ...	3.25	3.45
Amal Malay ty. pd. ...	2.25	2.40
Ayer Hitam (\$5) ...	12.00	13.00
Ayer Kuning (\$1) ...	1.20	1.30
Ayer Molek (\$1) ...	2.40	2.60
Ayer Panas (\$5) ...	11.00	11.50
Balozonis (\$1) ...	5.00	5.25
Bassett (\$1) ...	0.95	1.05
Batang Benar (\$10) ...	12.75	14.50
Batu Lintang (\$10) ...	0.75	1.00pm
Bukit Jelotong (\$1) ...	0.60	0.70
Bukit Katil (\$1) ...	1.00	1.10
Bukit Kepong (\$2) ...	2.65	2.75
Bukit E. B. (\$1) ...	0.65	0.75
Bukit Timah (\$10) ...	11.00	
Changkat S'gong (\$5) ...	8.00	8.25
Glennay Pms. (\$1) ...	2.25	2.50
Haytor (\$5) ...	7.00	8.00
Indragiri (\$5) ...	7.35	7.50
Jeram (\$1) ...	1.40	1.60
Jimah (\$1) ...	1.80	1.90
Kamayan (\$2) ...	4.25	4.75
Kedah (\$1) ...	3.45	3.65xd
Kolemak R. (\$5) ...	6.00	6.35
Kempas (\$2) ...	7.90	8.10
Kluang (\$5) ...	5.75	6.10
Lunas (\$5) ...	7.90	8.35
Malaka Pinda ...	2.60	2.70
Malakoff (\$2) ...	4.45	4.65
Mandal-Tekong (\$1) ...	0.75	0.85
Mergui (\$5) ...	5.75	6.25
Meru Bendah (\$2) ...	3.90	4.15
Nyalas (\$5) ...	7.85	8.10
Pajam (\$5) ...	12.70	13.25
Pantai (\$1) ...	1.30	1.40
Perak Perak (\$1) ...	2.45	2.60cd
Perak River (\$1) ...	2.45	2.60
Pulau Belang (\$10) ...	4.00	
Panggor (\$1) ...	0.65	0.75
Rudella (\$5) ...	10.50	11.00
Sandayoff (\$2) ...	3.65	4.00
Sendai (\$5) ...	7.55	7.75
Sembong (\$1) ...	0.25	0.35
Sengai Bagan (\$2) ...	3.60	3.75cds
Sengai-Pantai (\$1) ...	0.45	0.55pm
Tambalak (\$1) ...	0.90	1.05
Tapah (\$10) ...	16.50	17.50
Teluk Anson (\$5) ...	11.00	12.00
Temeloh (\$1) ...	1.15	1.30
Trafalgar (\$2) ...	1.15	1.30
Ulu Pandan (\$1) ...	0.80	0.90
United Malacca (\$1) ...	1.35	1.45
Ulu Simpar (\$1) ...	2.00	2.20

MARTIN'S

APIOL STEEL

PILLS

A French Remedy for all Disorders of the Digestive System.

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MARTIN'S

APIOL STEEL

PILLS</

THE BOYCOTT OF JAPANESE.

SERIOUS PROSPECT FOR COMMERCIAL FIRMS IN SHANGHAI AND ELSEWHERE.

THE STUDENT AGITATION.

The boycott of things Japanese which is being organized as a result of the decision of the European Peace Conference to hand Kiao-chow to Japan is at present moving very quietly, the organization of the affair not yet, apparently, having been perfected.

Banknotes issued by the Japanese banks are being refused by money changers and also other Chinese, and there appears already to be a marked diminution in the amount of custom ordinarily given by Chinese to Japanese shops. But beyond the appearance of notices posted on telephone poles and inscriptions written in chalk on walls, etc., little is to be noticed of the activities of the promoters.

In Hongkong the Japanese shops were still doing business, though it is said that there was a noticeable decrease in the number of their customers. Observers say that at present the movement is only strong among the student class and that the lower class Chinese have not yet entered into the move, though there are signs that indicate a strengthening of the boycott as time goes on.

FEELING AMONG STUDENTS.

There is a feeling among some of the Chinese that where Chinese shopkeepers and the like hold Japanese stocks, no objection should be placed in the way of their getting rid of existing stocks on condition that they do not purchase more from the Japanese. This would save the Chinese owners of Japanese stocks from loss, though steps would have to be taken to prevent them buying further.

The feeling of the student class on the question of Kiao-chow may be perceived by the following manifesto which has been issued by the Chinese Students' Union:

"China is facing a great crisis. Externally she is hard pressed by a selfish and aggressive neighbor. Internally she is betrayed by her own traitors. Her economy has sunk to the level of commercial stagnation and the country is getting into a worse and worse position, until at last we learn from the report from the International Peace Conference that our Tsingtao has to be ceded to Japan. Our demand has proved to be an utter failure; the soil of Tsingtao will pass out from our possession.

Tsingtao is the stronghold of our eastern border and Shanghai is the birthplace of Chinese civilization. The loss of Tsingtao practically means the loss of Shanghai and the loss of Shanghai practically means the loss of the whole of China.

Our voice has been unheeded and our effort has proved in vain. While we express our indescribable mortification at our helplessness we wish to call the attention of the public to those depraved traitors, who turn their backs to their mother country and seek to our internal enemy. It was not natural that the patriotic students of Peking University have come so agitated; and their actions have effected the admiration and sympathy of the whole world. And the fact that the Peking Government should so indiscriminately arrest the leading students and order the closing of Peking University naturally aroused the indignation of Chinese students.

"Here is a world for the Peking Government and our fellow citizens. What is life for? Is it not for honour and welfare? China is to be dragged in the dust. Those who are now in charge of the government will suffer the same lot as the common people. If they do not feel shame, let us live as slaves in this world they should be ashamed to see their ancestors in the next world. Should we not unite our strength to fight for our honour and welfare? We are the educated class of our country and know that the only alternatives will either be liberty or death and it is our duty to arouse the patriotism of all of our people and work for the salvation of our country. We appeal to the students of the whole country to unite together to work for our liberty and honour even if we have to die for them. We hereby make known to the world that we have formed an organization, and that we are determined to stand in spite of opposition and obstacles for the salvation of our mother country."

THEIR ONLY WEAPON.

BY OUR CHINESE REPORTER.

The Chinese appear this time to have been fully aroused by the ignominious failure of their delegates to obtain what they regard as justice and right. However, they may afterwards feel thankful for the kindness of the world Powers in dashing their dreamy aspiration to the ground and in opening their eyes to the full extent of their national weakness and peril. As the Chinese have neither the strength nor the wealth with which to fight the Japanese, they have again resorted

to the only weapon available to them, to wit, a boycott of everything belonging to Japan.

First and foremost are to be noticed the student class, whose activities in forming students' unions everywhere, such as the Students' Union of Shanghai, etc., are recorded elsewhere to-day. Although the avowed object may be stated to be otherwise, it is sure that these unions will take care that nothing to the detriment of the Japanese will be left undone or at least untried.

Next come the merchant class, whose general knowledge of world affairs has much improved by the advent of many enlightened and well-educated men, who formerly would have disdained to concern themselves in trade. These men find it much easier to organize anything they want to do than other classes of people in China, owing to the existence from time immemorial of trade guilds and trade associations in this country.

Bitterly feeling their own impotence and blaming themselves rather than other Powers for having deserted them at the last moment after holding up before their eyes such rosy views and ideal principles for a considerable time, they have quietly set themselves to work by holding meetings at their guilds and associations, with the inevitable decision to institute a boycott against Japan.

RULES OF THE BOYCOTT.

The majority of these meetings have adopted three rules as a fundamental basis to make the boycott as effective as possible, viz.:

1. Not to do business with any Japanese.
2. Not to transport cargoes on Japanese ships.
3. Not to accept or honour any Japanese bank-notes.

While each trade may take some individual and independent steps to impress upon the Japanese in particular and the world in general the intense feeling entertained by all Chinese against the Japanese, such as not to act as selling agencies for Japanese patent medicines, as declared by the Chinese dispensaries, not to deposit any money into Japanese banks, and, in case any balances are left, to withdraw them, as sworn by a number of smaller shops and individuals, there is not much difference in the methods generally followed in the boycott movement.

While there was a rumour current yesterday that the Chinese newspapers had cut out all Japanese advertisements, we find that this was not a fact, as several Japanese advertisements appeared in the principal Chinese dailies published yesterday. One feature worth noticing is that in none of the numerous anti-Japanese placards and circulars issued appears any hint of violence or vituperation against any Power other than Japan.

ACTIVITIES AMONG STUDENTS.

We are informed that the World's Chinese Students' Federation despatched yesterday a telegram to Paris reading thus:

"Chinese Delegation, Peace Conference, Paris.

"Don't sign peace treaty if decision unfavourable to China. All expect you to protect our rights."

"World's Chinese Students' Federation."

On Sunday afternoon, the inaugural meeting of the Union of Shanghai Students was held at the house of the World's Chinese Students' Federation on Bubbling Well Road.

The meeting was unusually projected, as the subject discussed after the Association was inaugurated was of the most absorbing interest to all patriotic Chinese, namely, "How to Save our Country."

Many plans were proposed and not a few seemed feasible to the meeting, which was not closed until the clock had struck nine.

The following telegram was thereafter sent to all the provinces:

"Educational Associations—for delivery to schools, all the provincial capitals.

"This Association was inaugurated to-day, with the object of adopting effective methods for our salvation from danger and destruction. Please follow suit immediately. Reply care of the World's Chinese Students' Federation."

"The United Association of Shanghai Students of the Republic of China May 20."

Since the day of their demonstration, the students in Peking have become conscious of forming themselves into a united body, with the result that the above Union has come into existence. According to the rules of the Union, only students of middle and higher than middle schools are eligible to become members. Its full title was changed on May 8 to "The Union of Students of Middle and Higher Schools in Peking."

Its object is modestly set forth thus:

"To enable the students to do their bounden duty in the promotion of happiness and prosperity of our nation."

Altogether there are 14 articles in which the rules are embodied.

To show the unanimity of the Chinese on this question, we reproduce a telegram from Canton dated May 12:

"Yesterday afternoon, about 100,000 people attended a citizen's mass meeting. During the delivery

GIVE WAY SHIP WITH A BAD LOOK-OUT.

ADMIRALTY COURT JUDGMENT.

Mr. Justice Roche, in the Admiralty Court, recently heard a claim by the owners of the steamship *Linhope*, of Newcastle, against Lieut. Fredrick Baron, R.N.R., in respect of a collision between the *Linhope* and His Majesty's patrol cutter *Isla*, of which Lieut. Baron was in command, in the Downs on March 31, 1918.

Mr. Laing, K.C., and Mr. D. Stephens appeared for the plaintiffs, instructed by Messrs. Stokes and Stokes, of 21, Great St. Helens, E.C. 3; and Mr. Butler Apinall, K.C., and Mr. C. R. Dunlop for the defendant, instructed by the Treasury solicitor, 278, Royal Courts of Justice, Strand, W.C. 2.

Plaintiffs said the *Linhope* (1,330 tons gross, length 240 ft.) was bound from Dunkirk to the Tyne in water ballast. The weather was fine and clear, the wind about S.W. strong, and the tide about last quarter flood of 14 knots. The *Linhope*, which was in charge of a Trinity House pilot, was proceeding about E.N.E. magnetics at a speed of four to five knots, gradually increasing. A good lookout was being kept on board of her. The *Isla* was noticed distant about half a mile and bearing about three points on the port bow. The *Isla* approached without taking any steps to keep out of the way. The *Linhope* kept her course and speed until shortly before the collision, when her helm was put hard-a-port and her whistle sounded a short blast, this action being taken to prevent a vital part. The *Isla* sounded three short blasts in reply, and directly afterwards the *Isla* with her stern struck the port quarter of the *Linhope* a little above the break of the poop, and then rebounding struck the *Linhope* further aft.

Plaintiffs complained that the *Isla* failed to port and pass the *Linhope* in safety on his port hand, failed to keep clear, and failed to ease.

The *Isla* is of 224 tons gross. She was, it was pleaded, leaving her anchorage in the Downs, steering S by W magnetic, and working up to seven knots. The *Linhope*, which had been hidden from view by the guardship, was seen 13 to 2 cables distant 3 or 4 points on the starboard bow. The *Linhope* was proceeding in the same direction. She afterwards altered her course to port, causing danger, and although the engines of the *Isla* were put full speed astern and three short blasts were sounded, and the *Linhope* replied with one short blast, as if attempting to get back to her original course, but the wind on her starboard side appeared to prevent her from doing so. She came on at considerable speed across the bows of the *Isla*, and with her port quarter struck the stern of the *Isla*, doing damage.

The defendants complained of the *Linhope* starboarding, and not easing or indicating her manoeuvres by whistling.

His Lordship found the *Isla* alone to blame for the collision. She was, he said, the giveaway ship, and she should have kept out of the way of the *Linhope*. That she did not fail to take the appropriate action was due to bad look-out.

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FOUNDATIONS OF PEACE.

MR. GARVIN'S BOOK.

(MACMILLAN, 12s net.)

Mr. J. L. Garvin's book is a complete and exhaustive inquiry into all the constituent factors, both economic and political, of the League of Nations. It derives its chief value from the thoroughness with which the subject is treated, for Mr. Garvin by no means confines himself to the obvious issues, but examines in considerable detail all the underlying assumptions and presuppositions on which the future edifice of peace is to be reared. Political and economic problems are passed under review, especially the economic, for the author rightly sees that while many political causes of war have been removed by recent events, the economic causes are aggravated. The general scope of the book can be seen from Mr. Garvin's own account of the five main divisions into which it falls. The first group traces the economic antecedents of the war of nations and empires; the second describes how, as a matter of fact, inter-Allied organization created a good working model of economic world-partnership; the third set of chapters shows how some of the problems of the transitional period can only be adequately handled by a continuance of the machinery now in actual operation under America and the Allies; the fourth criticizes and reveals the insufficiency of the political constitution proposed by the League to maintain and cultivate the general peace; while the concluding chapters study key-questions like the Russian enigma, the future of trade policy, and the future of armaments.

Mr. Garvin is, it need hardly be said, wholly for the League of Nations, as the most potent instrument for the world's peace. If anyone charges him with idealism, he has his answer ready. "The charge of idealism: one could not hope to escape, if one wished. But let us distinguish. It will also be said on the contrary that the staple of the thing (because largely dependent on economic factors) is materialism. Neither suggestion touches the spirit of this work. It is constructive, but not materialistic. If no one has more faith than the writer in the truth and power of definite idealism, no one has more dread of vague ideology. If there be any, however, to whom 'Armageddon' has made no profound difference of mind and feeling, but has left them where they were, it is not so with me." Everything has in point of fact changed. For the author and for those who agree with him, it is a new world. It is a new world of many reasons. The whole aspect of Europe has been altered. The two Central Powers—Germany and Austria—who between them held a dominion extending both eastward and westward, have been conquered, and one of them at least has been shattered. It is difficult to realise what a Europe means relieved from this tremendous domination of Teutonic ideals. Instead of autocracy we have now the democratic spirit; and our proposed aim is to ensure that there should be opportunity for nations to evolve according to the lines of their own proper constitution and nature. That in itself involves an enormous resettlement of boundaries. Various new nations or races have sprung into existence—the Czechoslovaks, the Jugo-Slavs, the Poles, the Finns; in Russia the destructive forces are more cruelly apparent than the constructive; even so far as to become a mandatory power and supervise the welfare, let us say, of Armenia. To this point the author returns again and again, urging, with all the arguments at his command, the great and solemn duty resting on the Anglo-Saxon race and the necessity of a close and fruitful union between its two divisions, in order to secure a world peace. He sees the drawbacks to the existing position of affairs, and notes also many of the imperfections of the covenant as it stands at present. But he also suggests ways of overcoming some of the difficulties, especially by fixing attention on the economic factors which, in his opinion, are all important.

A useful discussion is added in the last chapter as to the meaning of current phrases such as Nationalism, Internationalism, and what is called Super-nationalism. It is not true that Nationalism is to be superseded by Internationalism, for the latter aims not at superseding the sovereignty of States, but at combining them for willing action. Super-nationalism, again, is at bottom a wholly different idea, for it desires the creation of a super-sovereignty, wielding powers of central government, and reducing nations gradually to a merely provincial status.

It is useful to remember these distinctions at a time when different advocates of one system or another criticize their opponents for suggesting wholly impossible ideals. Let us keep, Mr. Garvin cries, "what has been best in the past. Much of it was found good enough to die for." But we are bound by every sacred obligation to look forward to the future. And here the issue before us is perfectly clear. International partnership, however achieved, and whatever may be the basis on which it rests, is the only real alternative to international pogroms with an increasing range of slaughter. Enough has been said to show that Mr. Garvin's book, "The Economic Foundations of Peace," is one which every politician and statesman ought to keep on his shelves. It is valuable in its suggestions, valuable in its positive and constructive theories, valuable, perhaps above all, in its passionate advocacy of an Anglo-American union as the most effective means for securing world partnership and peace.—*Daily Telegraph*.

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Mr. Garvin is, it need hardly be said, wholly for the League of Nations, as the most potent instrument for the world's peace. If anyone charges him with idealism, he has his answer ready. "The charge of idealism: one could not hope to escape, if one wished. But let us distinguish. It will also be said on the contrary that the staple of the thing (because largely dependent on economic factors) is materialism. Neither suggestion touches the spirit of this work. It is constructive, but not materialistic. If no one has more faith than the writer in the truth and power of definite idealism, no one has more dread of vague ideology. If there be any, however, to whom 'Armageddon' has made no profound difference of mind and feeling, but has left them where they were, it is not so with me." Everything has in point of fact changed. For the author and for those who agree with him, it is a new world. It is a new world of many reasons. The whole aspect of Europe has been altered. The two Central Powers—Germany and Austria—who between them held a dominion extending both eastward and westward, have been conquered, and one of them at least has been shattered. It is difficult to realise what a Europe means relieved from this tremendous domination of Teutonic ideals. Instead of autocracy we have now the democratic spirit; and our proposed aim is to ensure that there should be opportunity for nations to evolve according to the lines of their own proper constitution and nature. That in itself involves an enormous resettlement of boundaries. Various new nations or races have sprung into existence—the Czechoslovaks, the Jugo-Slavs, the Poles, the Finns; in Russia the destructive forces are more cruelly apparent than the constructive; even so far as to become a mandatory power and supervise the welfare, let us say, of Armenia. To this point the author returns again and again, urging, with all the arguments at his command, the great and solemn duty resting on the Anglo-Saxon race and the necessity of a close and fruitful union between its two divisions, in order to secure a world peace. He sees the drawbacks to the existing position of affairs, and notes also many of the imperfections of the covenant as it stands at present. But he also suggests ways of overcoming some of the difficulties, especially by fixing attention on the economic factors which, in his opinion, are all important.

A useful discussion is added in the last chapter as to the meaning of current phrases such as Nationalism, Internationalism, and what is called Super-nationalism. It is not true that Nationalism is to be superseded by Internationalism, for the latter aims not at superseding the sovereignty of States, but at combining them for willing action. Super-nationalism, again, is at bottom a wholly different idea, for it desires the creation of a super-sovereignty, wielding powers of central government, and reducing nations gradually to a merely provincial status.

It is useful to remember these distinctions at a time when different advocates of one system or another criticize their opponents for suggesting wholly impossible ideals. Let us keep, Mr. Garvin cries, "what has been best

MEMBERSHIP OF STOCK EXCHANGE.

HOUSE OF LORDS APPEAL.

The Lord Chancellor and Lords Buckmaster, Atkinson, Farnborough, and Wrenbury, in the House of Lords continued the hearing of the appeal of Hugo Weinberger against the decision of the courts below that the committee of the Stock Exchange was within their rights in refusing to re-elect him for membership.

There had been a strong agitation against the re-election of members of enemy birth, and in March, 1917, fifty-seven such members including the appellant, had their applications rejected. Mr. Weinberger was born at Nuremberg, in Bavaria, in 1866, came to England in 1887, and was naturalised here in 1892. He married in 1896 a lady who was a British-born subject but of German extraction.

Mr. Gore-Frown, K.C., continuing his argument for the appellant, said that in this case there was no national danger to be averted, the man had done nothing unpatriotic, and he had been an adherent of the British Crown with strict propriety. The committee ought not to have allowed prejudice to run away with them.

Lord Buckmaster said there was no suggestion anywhere that the man had any sympathy with Germany or that he had acted otherwise than as a patriot.

Mr. Gore-Frown said the man was of undoubted loyalty, and the only thing against him was that he was born in a foreign country. In the exercise of their discretion, the committee had acted arbitrarily and capriciously. They had considered irrelevant matters, when their duty was to take account only of matters which were relevant to the question whether a candidate was fit for the Stock Exchange.

Mr. Upjohn, K.C., for the committee of the Stock Exchange, argued that membership was for one year only, and conferred on the member no right to be re-elected. The duties of the committee were administrative and not judicial, and were owed to the proprietors and not to the members. It was within the power of the committee to make rules governing the admission of any class of members, and they could if they liked exclude all men with red hair.

The hearing was adjourned.

CHEPSTOW.

The following letter appears in the Times of March 22 over the signature "A."

In these days when Government Departments are piling up colossal expenditures there is ample justification for your Chepstow Correspondent's demand for a "searching inquiry by an independent committee of business men." The disclosures which your correspondent has made in his articles on the National Shipyards have been challenged, and an inquiry is therefore imperative.

There is a rare exhibition of Government juggling in *The Times* of this morning. In your Parliamentary report appears the following:—"Mr. Lambert.—Is there any truth in the rumour, published in *The Times* this morning, that these national shipyards have been transferred to the Office of Works? Mr. Bonar Law.—No, Sir."

In another column, following your Chepstow correspondent's article, there is an official statement by the Office of Works to the effect that:—"The First Commissioner has acceded to a request from the Shipping Controller that Sir Frank Baines shall undertake the responsibility for carrying through the housing programme already decided upon, and any other constructional work may still be considered necessary. His advice will also be available on any technical points which may arise in connection with the disposal of the yards."

What is the meaning of "any other constructional work"? May it not mean "shipbuilding construction?"

On referring to "Who's Who" I find the following:—

"Baines, Sir Frank, Kt., Cr. 1918. C.B.E. 1918; M.V.O. Principal Architect, H.M. Office of Works, in charge of Royal Palaces, Houses of Parliament, Public and Historic Buildings and Ancient Monuments &c."

The new appointment seems to be an admirable one if the National Shipyard at Chepstow is to become an ancient monument; but if it is the Government's intention to "carry on" at Chepstow, why not appoint some one who is better acquainted with ships than with historic buildings and ancient monuments?

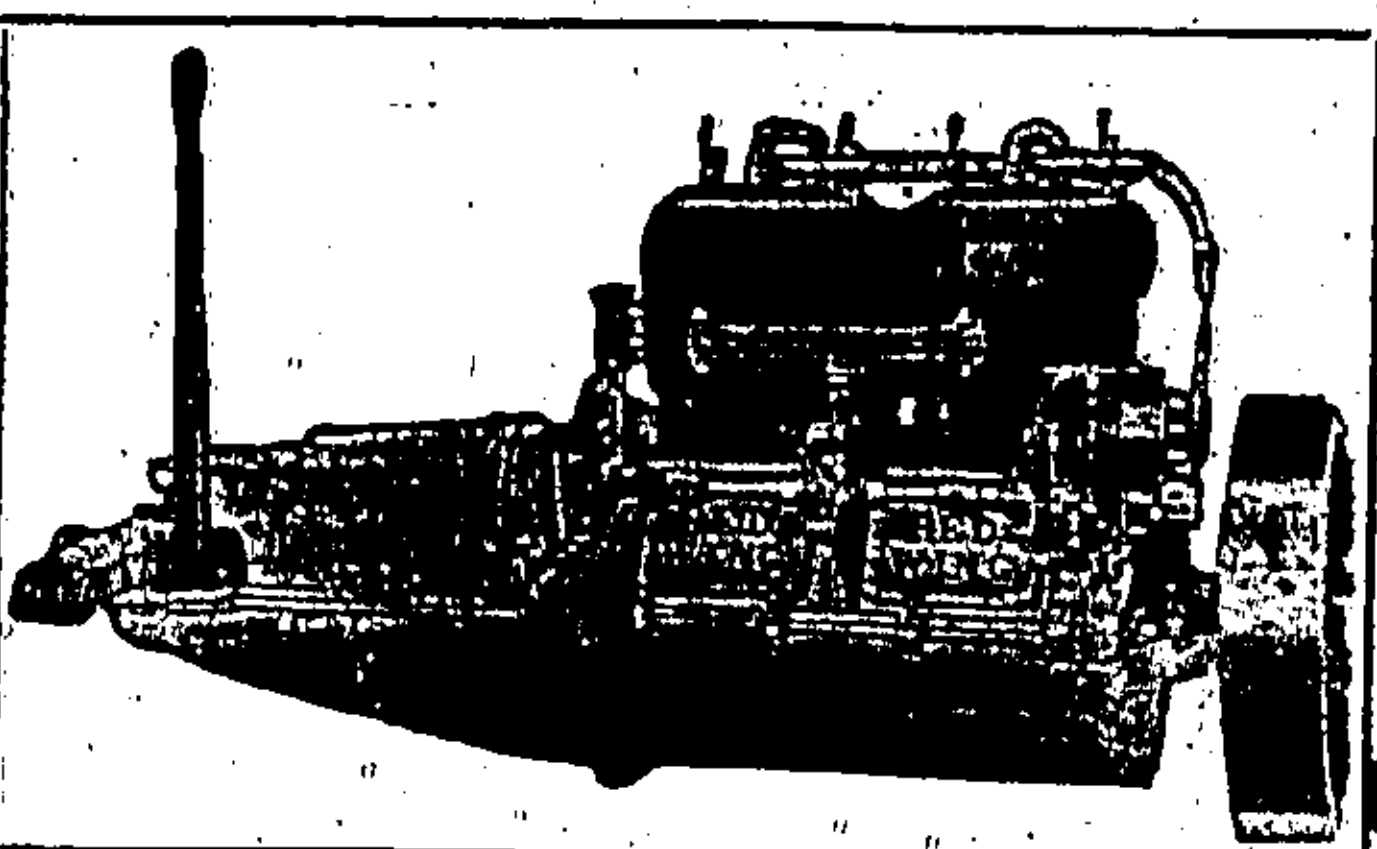
NOTICES.

"ARROW" COLLARS & SHIRTS.

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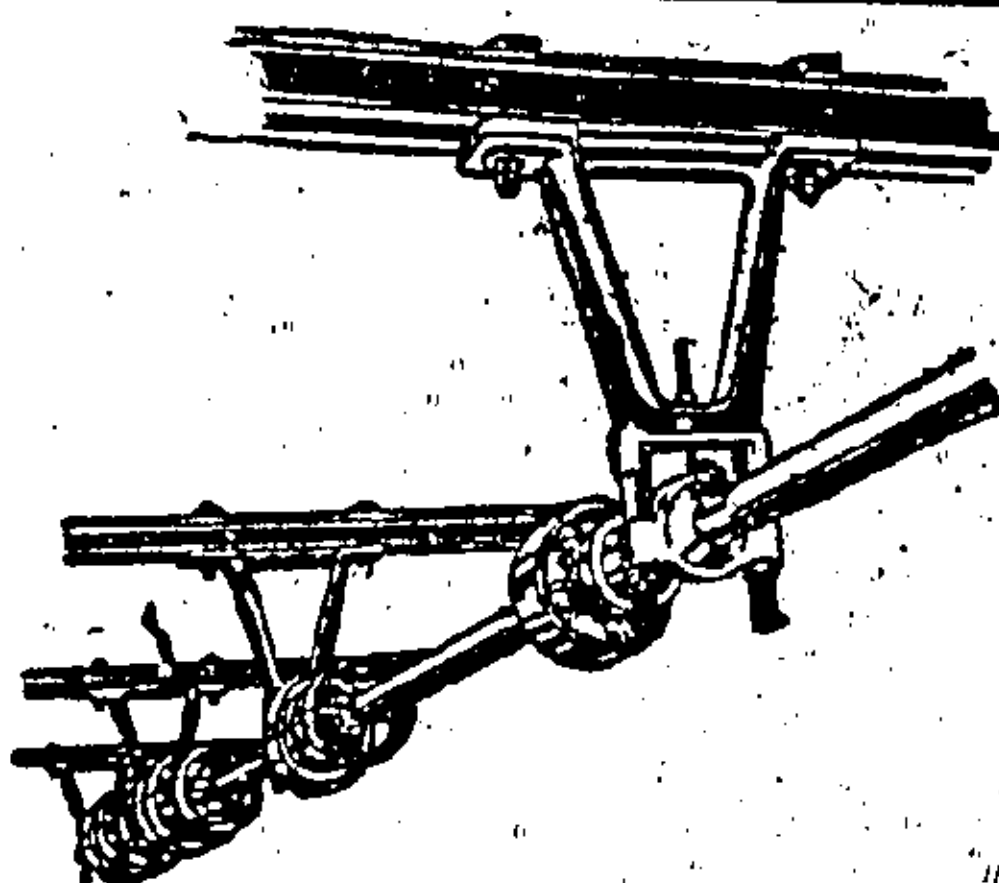
THE RED WING ENGINE HAS BEEN MANUFACTURED FOR THE PAST 17 YEARS, IT IS THEREFORE NOT A NEW AND UNTRIED PRODUCT. IT HAS STOOD UP DAY IN AND DAY OUT IN THE SEVEREST SERVICE, WHICH THE MANY THOUSANDS IN USE WILL TESTIFY.



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Courses for Mechanics and driving.
Special facilities will be offered to persons desirous of becoming Chauffeurs and not having the means pay for their course.

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And its size will surprise everyone
It exceeds all expectation
It demands your approbation
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So do not hesitate.
But buy to-day, without delay
Or else you may be too late.

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammarah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unine, Vienna, Trieste, Padua, Venice and Bologna in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Frithra, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

THURSDAY, May 22.
Shanghai—Per DILWARR.
FRIDAY, May 23.
Manila and Australia—Per TANG MARU.
Manila, Canada and U.S.A.—Per EMPRESS OF ASIA.

OUTWARD MAILS.

WEDNESDAY, May 21.
Straits and Bangkok—Per TOYORA MARU 9 a.m.
Pakhoi and Haiphong—Per KAIFONG, 9 a.m.
Shanghai, North China, Japan via Kobe, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per COLOMBIA, Registration 9.45 a.m. Letters 10.30 a.m.
Formosa, Keelung—Per KOYO MARU 10 a.m.
Haiphong—Per HANOL 10 a.m.
Fort Bayard—Per WA SUN, Noon.
Amoy—Per TUBODAS 3 p.m.
Fort Bayard, Haiphong and Haiphong—Per SONG MA 5 p.m.

THURSDAY, May 22.
Swatow, Amoy and Formosa via Takao—Per SOHU MARU 6 a.m.
Philippine Islands, Australia and New Zealand via Thursday Islands—Per AKI MARU, Registration 8.45 a.m. Letters 9.30 a.m.
Shanghai and North China—Per SUYANG 10 a.m.
Shanghai, North China and Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via CANADA—Per AFRICA MARU, Registration 10.45 a.m. Letters 11.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per LYCAON, Registration 1.45 p.m. Letters 2.30 p.m.
The Parcel Mail will be closed on Wednesday, May 21, at 5 p.m.

FRIDAY, May 23.
Swatow, Amoy and Formosa—Per QUINNEBAUG 9 a.m.
Shanghai, North China and Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per SHINYO MARU, Registration 9.45 a.m. Letters 10.30 a.m.
Japan via Kobe, Canada, United States, Central and South America and EUROPE via CANADA—Per CYCLOPE, Registration 11.45 a.m. Letters 12.30 p.m.

SATURDAY, May 24.
Japan via Nagasaki—Per TANGOMARU, 9 a.m.
Shanghai and North China—Per YINGCROW, 9 a.m.
SUNDAY, May 25.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU 9 a.m.
MONDAY, May 26.
Swatow and Bangkok—Per HUPEH, 11 a.m.

TUESDAY, May 27.
Shanghai and North China—Per TEAN, 11 a.m.
Swatow, Amoy and Formosa—Per HAITAN, 1 p.m.
WEDNESDAY, May 28.
Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 2 p.m.
THURSDAY, May 29.
Shanghai and North China—Per SUNNING, 11 a.m.
Shanghai and North China—Per KWANGSE, 5 p.m.

TUESDAY, June 3.
Philippine Islands—Per TAMING, 9 a.m.

CAUSE OF DESPONDENCY.
DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

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There are as many laughs as the pup in this picture has fleas.

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CONSTANCE COLLIER in

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A Sparkling drama of love versus duty.

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ARRIVALS.

May 20.
CHONGVA, Chi., 558 tons, from Pakhoi, Capt. Weatherhead, Hing Yee S.S. Co., Bli.
YUNG SHIN, Chi., 800 tons, from Saigon, Capt. Jones, Chap Cheong, Bli.
KAIWU MARU, Jap., 1,283 tons, from Karatsu, Capt. S. Suzuki, Y.K.K., Bli.
KING PO, Brit., 1,228 tons, from Chefoo, Capt. Frost, B. & S. O. A.
YUE YING WA, Chi., 818 tons, from Canton, Capt. W. Anderson, Cheong Yue, C.S.
SOHU MARU, Jap., 1,006 tons, from Canton, Capt. Inoue, O.S.K., Wanhai.
KOYO MARU, Jap., 840 tons, from Keelung, Capt. Umami, O.S.K., Wanhai.

CLEARANCES.

May 20.
TENZAN MARU, Jap., 10 a.m., for Singapore, N.Y.E.
ARATON APCAR, Brit., noon, for Kobe and Moji via Shanghai, P. & O.
SHUN CHEONG, Chi., 7 a.m., for K.O. Wap, Wo Hing.
HANAMET, Amer., 6 a.m., for Saigon, Yuen Seng Fat.
TAKENO MARU, Jap., 7 a.m., for Moji, M.B.K.
WING HOI LEE, Chi., 5 p.m., for K.C. Wap, Snowman & Co.
SHING CHEONG, Chi., 10 a.m., for Macao, Snowman & Co.
TAIYU MARU, Jap., 9.30 a.m., for Seattle via San Francisco and Shanghai, Dowell.
PAKHOL, Brit., noon, for Shanghai, B. & S.
HOPANG, Brit., 7.30 a.m., for Canton, B. & S.
KOYU MARU, Jap., 7.30 a.m., for Canton, Sato & Co.
CHEUNG SHING, Brit., 9 a.m., for Canton, J.M. & Co.
MAUSANG, Brit., 11 a.m., for Saigon, J.M. & Co.
CHANG CHOW, Brit., 10 a.m., for Bangkok via Swatow, B. & S.
HAIKONG, Brit., 2 p.m., for Foochow via Swatow, D.L. & Co.
BRISBANE, Brit., 1 p.m., for Shanghai, C. & Clarke.
NINGPO, Brit., 4 p.m., for Canton, B. & S.
ASAHI MARU, Jap., 8 p.m., for Takao, Y.K.K.

MOVEMENTS OF STEAMERS.

The P. & O. S.N. Co.'s s.s. *Dilwara* left Shanghai for this Port on the 19th instant at 2 p.m. with the homeward English Mails, and is due here on the 22nd instant at about 10 a.m.

Latest Advice.

The C.F.O.S. Co's R.M.S. *Empress of Asia* sailed from Shanghai May 17 and is due here on the 20th.
The C.M.S.S. Co's s.s. *Nanyang* arrived at San Francisco on April 29.
The C.F.O.S. Co's R.M.S. *Empress of Russia* sailed from Kobe May 14 for Yokohama.
The T.K.K. s.s. *Seigo Maru* arrived at Yokohama May 13 and sails May 17 according to schedule for San Francisco en-route to South America.
The C.F.O.S. Co's R.M.S. *Empress of Japan* sailed from Kobe May 3rd and is due at Nagasaki May 6.
The C.F.O.S. Co's R.M.S. *Montezuma* left Shanghai on Friday, 11th April and is due at Moji Sunday, April 13th.
The T.K.K. s.s. *Nippon Maru* arrived at Yokohama April 7 and will sail for San Francisco from that Port April 29.
The T.K.K. s.s. *Arizo Maru* arrived at Yokohama March 30th, and will sail April 4th for Honolulu and San Francisco en-route to Valparaiso, South America.

Yokohama is interested, says the *Japan Advertiser*, in the wedding of Miss Knyvett, a sister-in-law of Major George Wheeler, V.C. and Mr. F. C. Kendall, of the Hongkong and Shanghai Bank of Shanghai. The wedding was to take place at Christ Church, Yokohama, May 15.

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